

4.3.2 NON-MOTORIZED TRANSPORTATION

The Washington State Transportation Commission's Policy on Pedestrians, from the 1995 Report

Encourage access to and the safe use of the transportation system by bicyclists and pedestrians.

Pedestrian:

Overall State Pedestrian Transportation Policy

Integrate pedestrian facilities into comprehensive transportation planning and development programs for urban and rural communities. The state transportation pedestrian policy for achieving a multimodal transportation system that encourages walking includes the following four elements:

1. Planning

Focus planning for pedestrian facilities and travel on local comprehensive plans, which clearly describe pedestrian policy and specific facilities that guide local and state investments in pedestrian facilities.

Action Strategies:

- Include pedestrian facilities as part of regional and local transportation plans. At a minimum, develop pedestrian transportation policies and include them in regional transportation plans. Interjurisdictional coordination should be the focus of the regional pedestrian elements.
- Amend the regional transportation planning standards and guidelines to clarify the regional role in planning for pedestrian facilities.
- Include in the Bicycle Facilities and Pedestrian Walkways Plan an assessment of statewide bicycle and pedestrian needs, integration of bicycle and pedestrian pathways with other transportation modes, and coordination among local governments, regional agencies, and the state in providing these facilities and determining their role in reducing traffic congestion.

2. Facilities

Appropriate Facilities for Urban and Rural Areas

In urban areas, appropriate pedestrian facilities include, but are not limited to: traffic control devices; curb ramps; grade separations (overpasses and underpasses); crosswalks; sidewalks; and other technologies, design features or strategies intended to encourage pedestrian travel (such as traffic calming devices including traffic circles, speed bumps, or planting strips). In general,

these facilities parallel the roadway system and are provided as part of the public rights-of-way.

In rural areas, the majority of pedestrian movement can be accommodated by improved roadway shoulders. In high-use pedestrian areas such as state parks, recreation areas, and small towns, pedestrian facilities such as sidewalks, crosswalks or overpasses are appropriate.

In limited circumstances, pedestrian paths or trails that are separated from the roadway system are appropriate for transportation purposes in urban and rural areas for safety purposes, as connections between activity centers, or as a part of a comprehensive trails plan.

Location

Property developers and owners and state and local governments all play a role in providing pedestrian facilities. Recognizing the potential financial commitment to retrofit existing arterials and streets in urban areas, concentrate investments in the following areas:

- Along transit routes.
- In access areas to schools, social service centers, recreation centers, and other activity centers.
- In zoned business districts (neighborhoods and downtowns and business districts as defined by state law).

In urban areas, provide pedestrian facilities within all new industrial, commercial, retail, and housing developments to establish a pedestrian network which provides convenient and direct connections to points within the development and to adjacent developments, streets, and transit stops.

In rural areas, provide separated pedestrian facilities, including sidewalks, where significant pedestrian traffic is generated. In areas with low pedestrian traffic, roadway shoulders should be adequate.

Responsibility

Property developers and owners responsibilities include:

In urban areas, providing and maintaining sidewalks in new developments. In established developments without sidewalks, property developers and owners should provide sidewalks when financially possible in cooperation with appropriate public jurisdictions.

Local government responsibilities include:

Adopting comprehensive plans which include interconnected systems for pedestrian movement in urban areas and identify pedestrian activity areas in rural areas.

Using existing authority under RCW 35.68 and 36.70A to adopt and implement development regulations (zoning, subdivisions, and building codes) which require private property owners in urban areas to provide and maintain sidewalks consistent with local comprehensive plans.

Providing and maintaining crosswalks, traffic control devices, and, as appropriate, overpasses, undercrossings, and sidewalks within urban areas to ensure convenient and safe pedestrian connections across roadways under their control, consistent with the local comprehensive plan.

State government responsibilities include:

Providing pedestrian connections in urban areas along, across, over, or under state highways to preserve continuity in the pedestrian sidewalk system, consistent with local comprehensive plans.

Providing pedestrian connections in rural areas along, across, over, or under state highways to ensure safe highway crossings in identified high-use pedestrian areas.

Action Strategies:

- Develop a Best Pedestrian Facility Design Manual that recommends appropriate design practices that reinforce a sense of neighborhood and community. This manual should address:
 - Sidewalk and path design and location.
 - Americans with Disability Act standards.
 - Speed limits.
 - Free right-hand turning movements.
 - Alternative pedestrian routes during construction.
 - Sight visibility at street corners.
 - Grade separations, including the role of planting strips.
 - Accommodating pedestrians in traffic-calmed streets.
 - Traffic signalization.
 - Placement of crosswalks.
 - Other design techniques that improve pedestrian mobility.

3. Funding and Programming

Pedestrian facility projects shall be eligible for funding from all transportation funding sources.

Improve coordination between the state's pupil transportation programs and state and local transportation facilities providers so that pedestrian system improvements are eligible and considered for hazardous walking route transportation funds.

Action Strategies:

- Pursue pedestrian projects, independent of roadway projects, to fill gaps in pedestrian transportation systems.
- Local jurisdictions that impose local option transportation taxes and fees, such as the Vehicle License fee, Street Utility Charge, and Commercial Parking Tax, should consider designating a portion of these revenues for independent pedestrian projects.
- Encourage public-private partnerships to incorporate pedestrian facilities as part of transportation and development projects.
- Investigate, and if necessary propose changes to state law, to allow hazardous walking route transportation funds to be spent on pedestrian facilities or other efforts to make safe walking environments in lieu of school bus services.

4. Safety Education and Enforcement

Recognize and assist, where appropriate, the Washington State Traffic Safety Commission's implementation of the Pedestrian Safety Strategic Plan, which addresses the following pedestrian safety education and enforcement issues:

- ◆ Achieving consistency in enforcement of pedestrian laws.
- ◆ Developing greater consistency in adjudication of pedestrian infractions.
- ◆ Reaching uniformity and consistency in the accurate reporting of vehicle/pedestrian collisions across jurisdictions and within reporting agencies.
- ◆ Reducing substance impairment.
- ◆ Raising the importance of pedestrian safety education in schools in order for it to receive comparable recognition with other social issues that schools address as part of their health curricula.
- ◆ Working with the media to raise public awareness on the benefits of walking.
- ◆ Developing an ongoing public information campaign for pedestrians and motorists that focuses on pedestrian awareness and safety laws.
- ◆ Incorporating more pedestrian safety issues as part of drivers' education courses.

- ◆ Reaching Washington's multicultural community on pedestrian safety.
- ◆ Incorporate pedestrian training for professionals to ensure good pedestrian facilities are included in transportation and other development projects.

Action Strategies:

- Provide technical training and assistance to WSDOT employees and to city and county engineers and planners on good pedestrian facility design and location.